

BookletChart™



Whitewater Bay and Chaik Bay

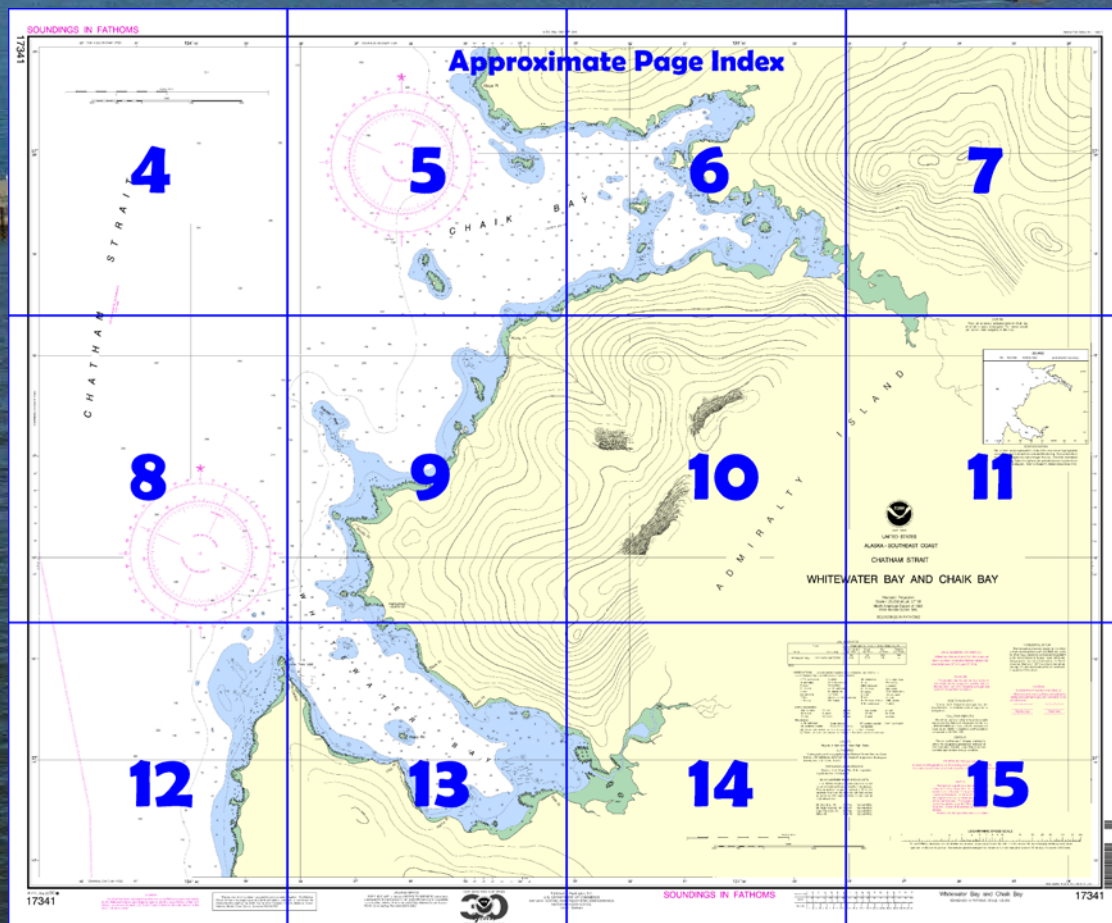
NOAA Chart 17341

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17341>.



(Selected Excerpts from Coast Pilot)

Whitewater Bay has its entrance on the E side of Chatham Strait between Point Caution and Woody Point, 15 miles N of Point Gardner and 13 miles S of Killisnoo Island. The bay at the head connects by a narrow passage with a lagoon, bare at low water. Secure anchorage can be had near the head of the bay.

Caution.—No recent surveys have been made of the bay. The bottom is very irregular, and there is no certainty that all

dangers are charted. In 1975, a 1½-fathom spot was reported in the entrance to the bay, about 0.6 mile E of Lone Tree Islet, in about 57°15'11"N., 134°37'06"W.

Point Caution is marked by **Lone Tree Islet**, which is 350 yards off the point. Foul ground and kelp extend over 0.9 mile W and 0.9 mile N from the point.

Healy Rock, about 0.2 mile N of **Flag Point**, on the S shore of the bay and 1.3 miles SE of Point Caution, is low, bare, and surrounded by ledges marked by kelp. **Sand Point**, named from its formation, is on the N shore about 0.8 mile NE of Healy Rock and marks the entrance to the anchorage. A shoal with a submerged rock, dangerous to navigation, at its end extends 300 yards SE from Sand Point. **North Island**, low and wooded, is close to the N shore, 0.5 mile E of Sand Point.

Anchorage may be had in 10 fathoms, soft bottom, 0.2 mile SW of North Island with Black Point and Sand Point in line.

Woody Point, the N point at the entrance, has a small, rocky, wooded islet about 100 yards NW from it.

Foul ground marked by kelp extends about 0.3 mile from the N shore of the bay for a distance of 1.3 miles S of Woody Point. The most projecting is a bare ledge that extends 0.3 mile W from the first point SSE of Woody Point. Kelp surrounds the ledge to a distance of 250 yards.

Russian Reef is the N end of shoal water and broken ground that extends 1.2 miles N of Woody Point. The reef is about 0.4 mile in extent in a NW direction and rises abruptly from very deep water on three sides, bares in places, and is marked by kelp. Tide rips form off the reef.

Chaik Bay is on the E side of Chatham Strait about 19 miles N of Point Gardner. About 2 miles from the entrance it divides into two arms. The N arm extends NE, and the S arm extends E, where it terminates in a long flat at the mouth of a stream.

The N arm has good anchorage in 12 fathoms, sticky bottom, but is open SW. The S arm has considerable foul ground and should be avoided by strangers.

Caution.—Numerous uncharted rocks have been reported in Chaik Bay. A submerged rock has been reported on the bar across the entrance to the S arm midway between the two small islets. The chart is the guide in entering the bay.

A bare islet is 0.8 mile NW of **Rocky Point**, the S point at the entrance, and a ledge covered at half tide extends 0.3 mile NW from the islet. A bare ledge is about 0.3 mile from the N shore of the bay inside **Village Point**. A kelp-marked patch with 4¼ fathoms is 0.3 mile NW of the wooded island in the middle of the bay 1.5 miles within the entrance. A 2-fathom shoal is about 0.6 mile NW of the wooded island in about 57°19'50"N., 134°32'47"W.

A rock, covered 4¼ fathoms in 57°21'35"N., 134°35'54"W., is 0.9 mile from shore and about 1.4 miles NW of Village Point.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander

17th CG District

(907) 463-2000

Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

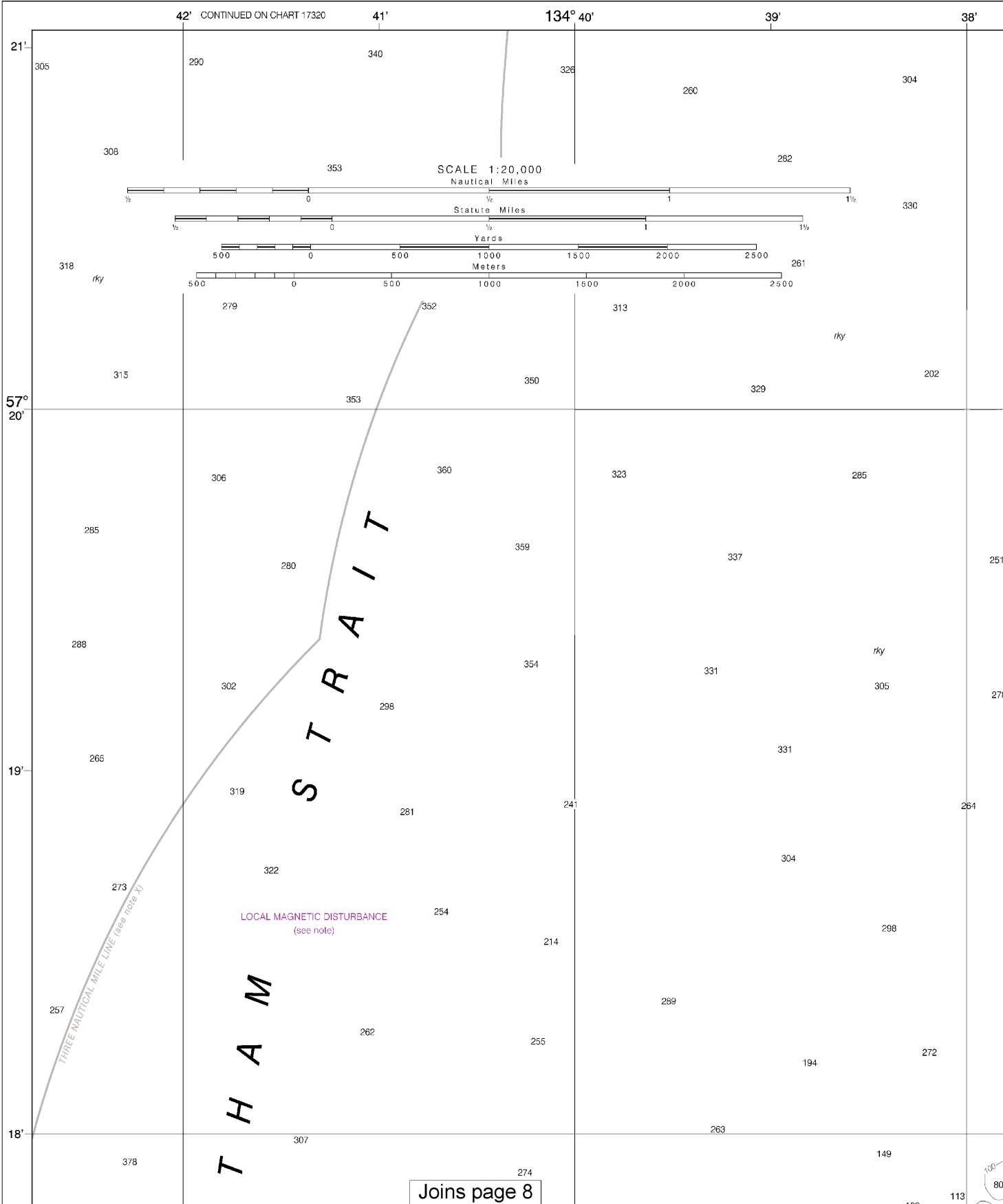


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

17341



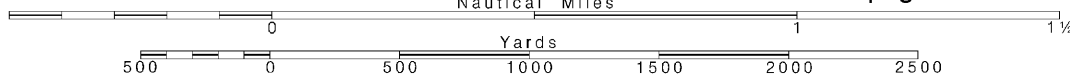
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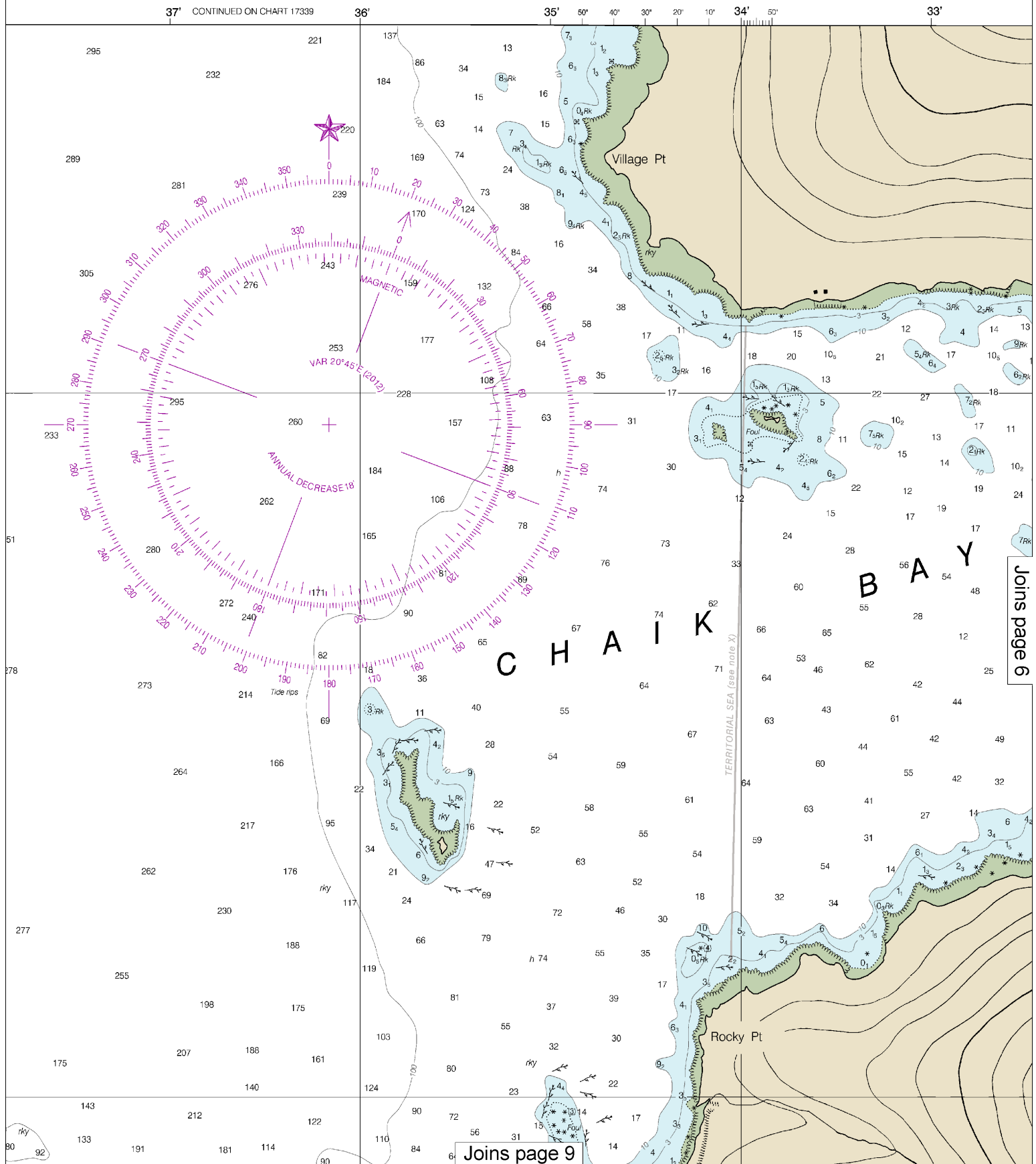
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

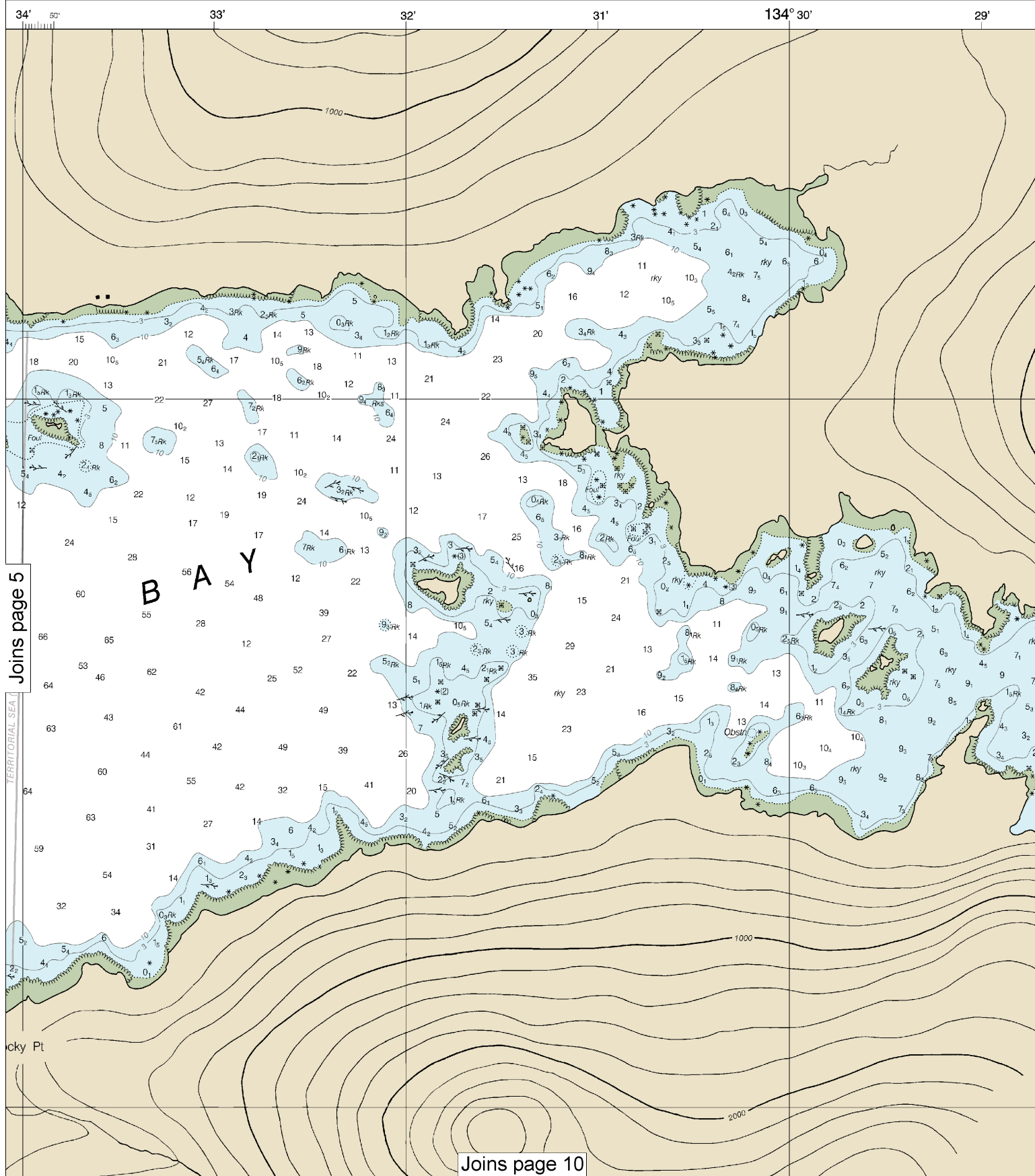
SCALE 1:20,000 Nautical Miles

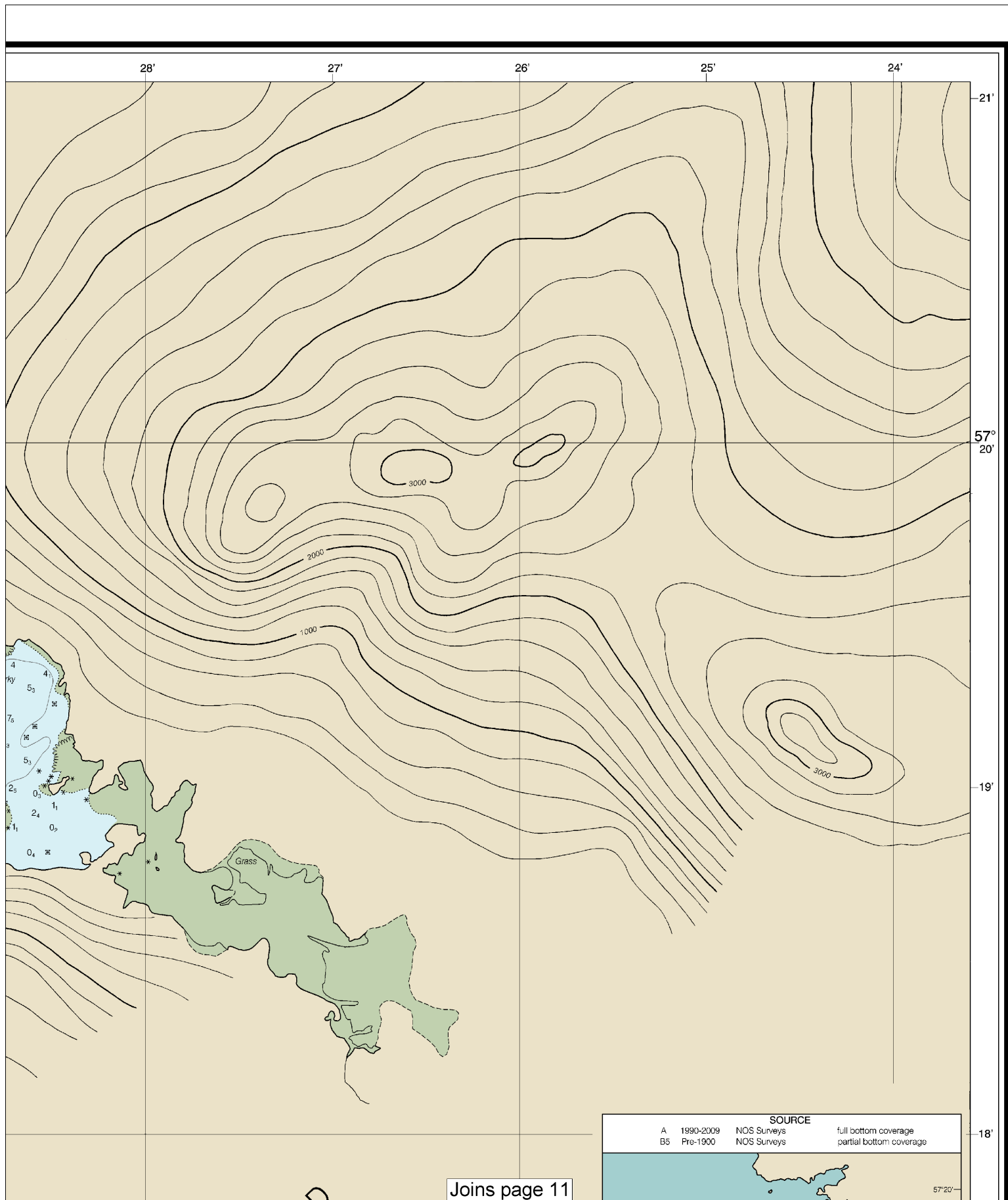
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





Last Correction: 6/1/2012. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

334 CHATHAM

CONTINUED ON CHART 17320

17'

16'

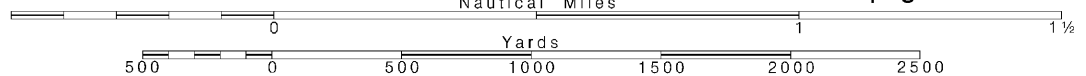
Joins page 12

214

~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

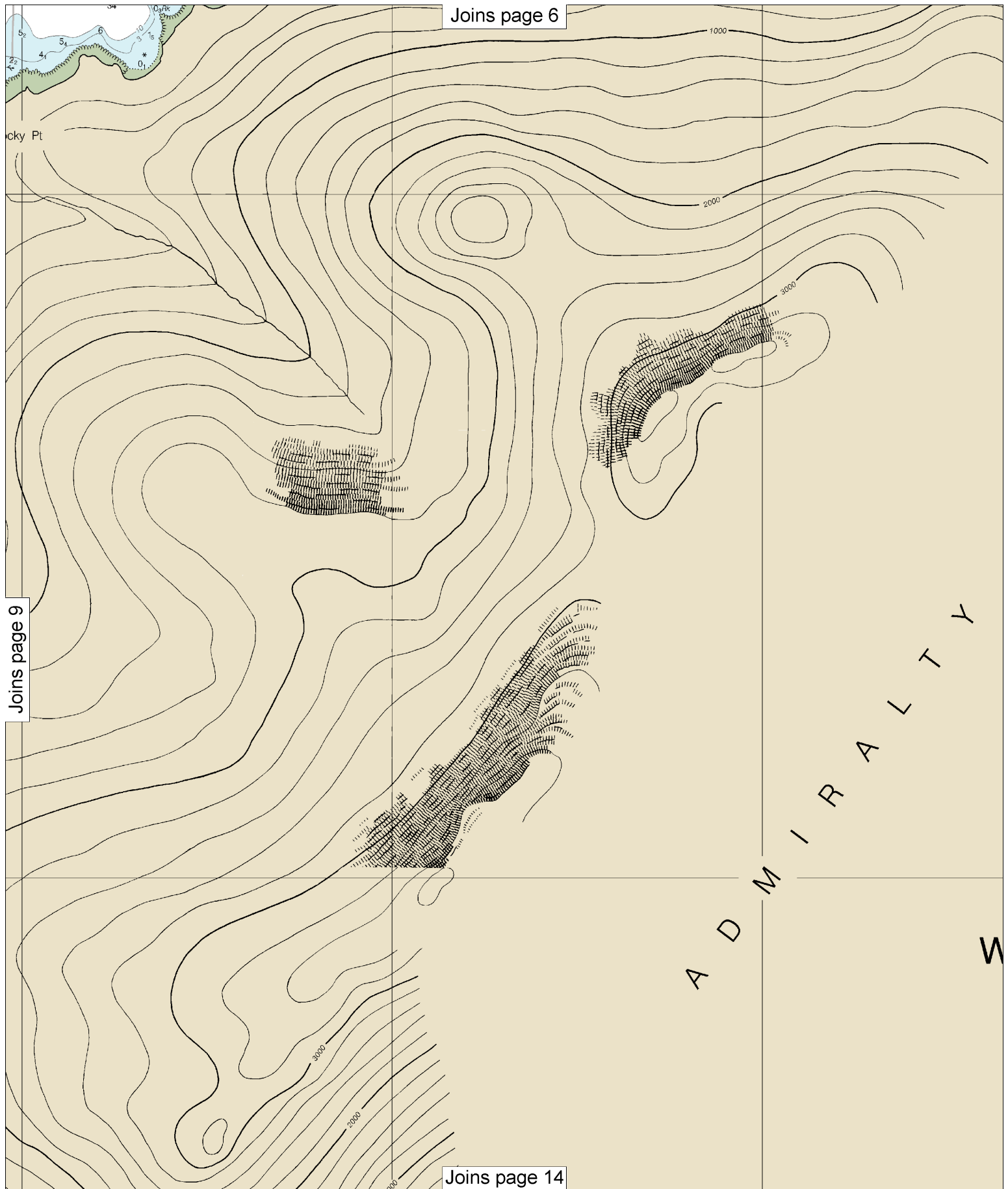
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Joins page 5

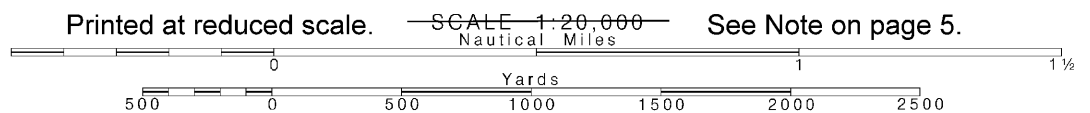
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Joins page 13

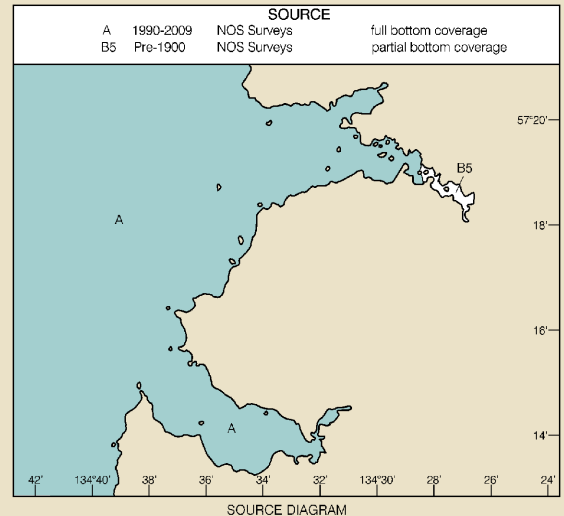


10

Note: Chart grid lines are aligned with true north.



I S L A N D



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

CHATHAM STRAIT

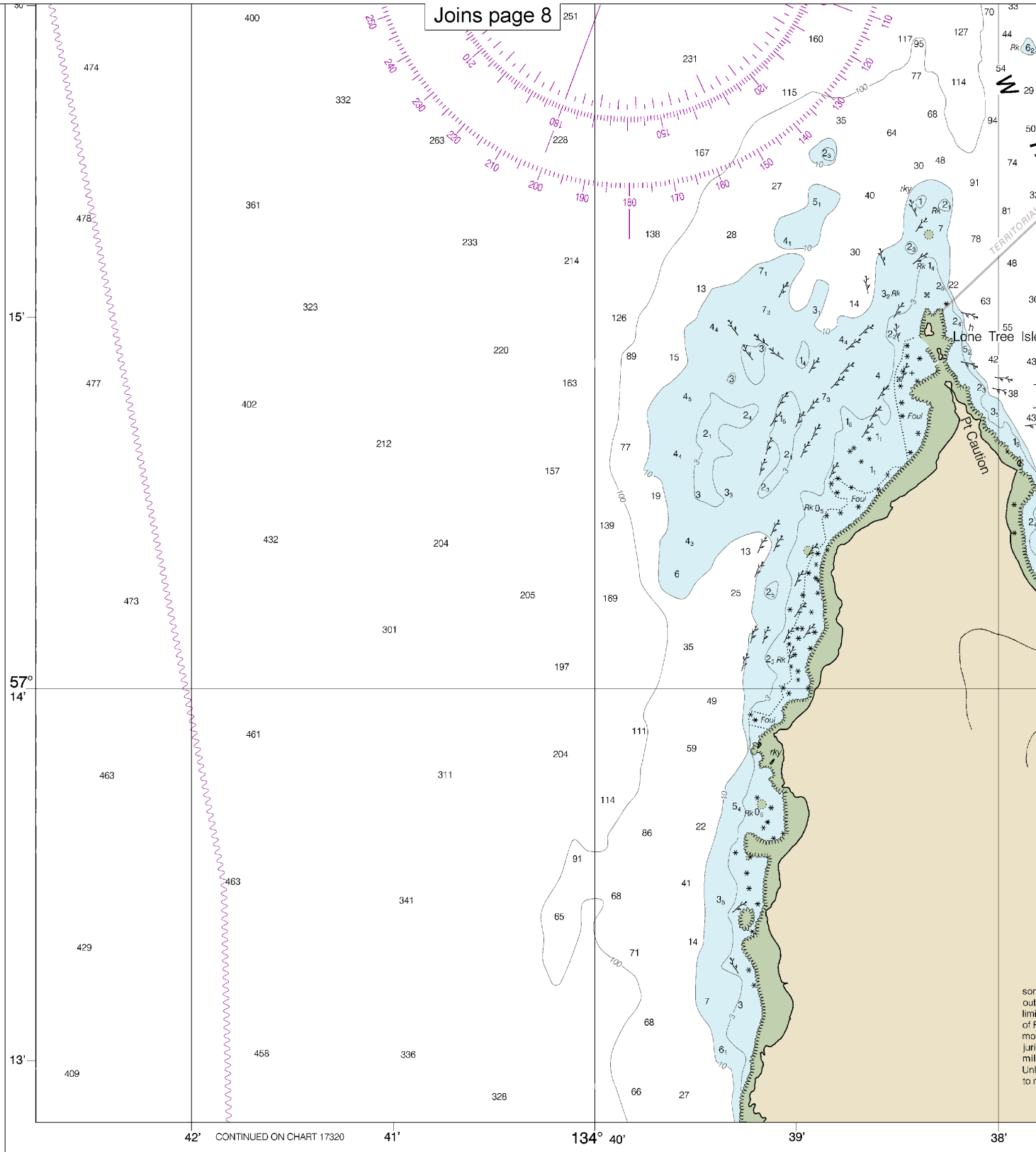
WHITEWATER BAY AND CHAIK BAY

Mercator Projection
Scale 1:20,000 at Lat 57° 18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



10th Ed., Apr. 2012

17341

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>.

Last Correction: 6/1/2012. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

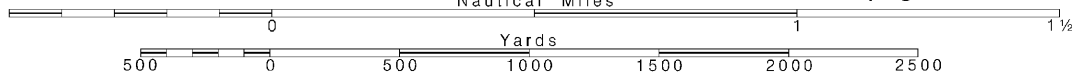
12

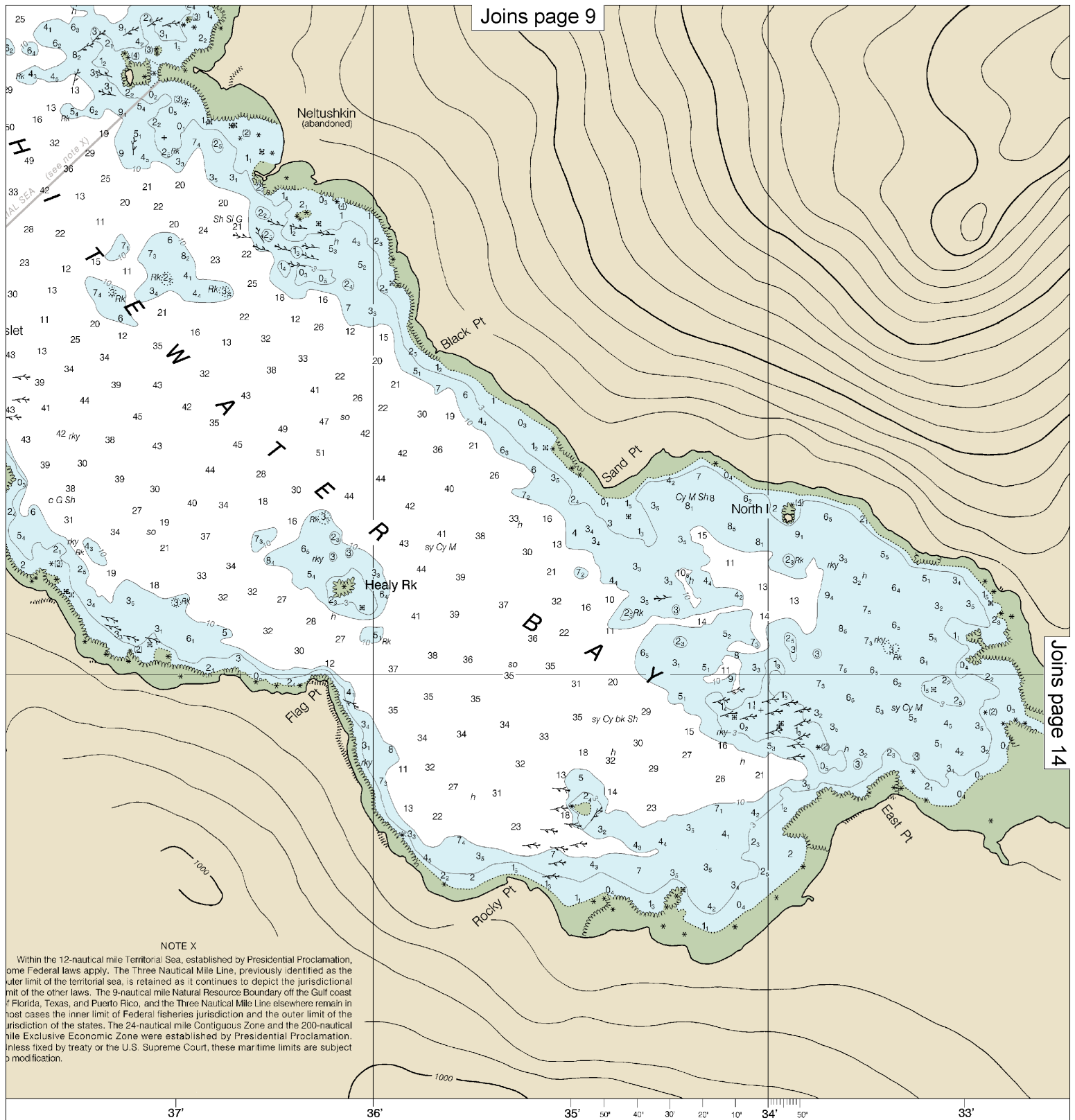
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

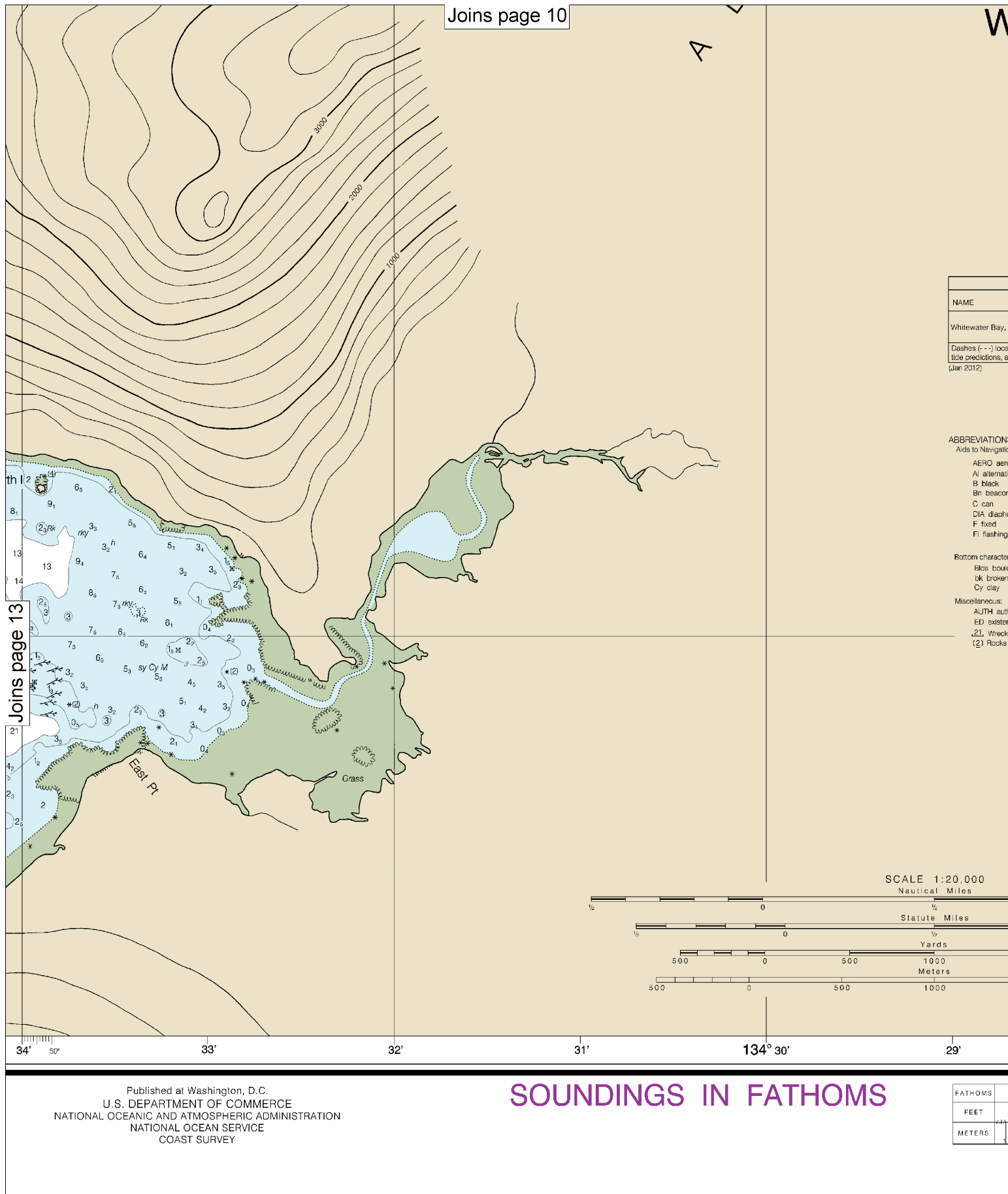
See Note on page 5.





comments
at.htm.

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



WHITEWATER BAY AND CHAIK BAY

Joins page 11

Mercator Projection
 Scale 1:20,000 at Lat 57° 18'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
y, Admiralty Island (57°14' N/134°36' W)	13.9	13.3	1.9

Sounded in datum columns indicate unavailable datum values for a tide station. Real-time water levels, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Lights are white unless otherwise indicated:

eronautical	G green	Mo morse code	R TR radio tower
ating	IQ interrupted quick	N nun	Rot rotating
	iso isophase	OBSC obscured	s seconds
on	LT HO lighthouse	Oc occulting	SEC sector
	M nautical mile	Or orange	St M statute miles
phone	m minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
ng	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Characteristics:

udors	Co coral	gy gray	Oys oysters	so soft
en	G gravel	h hard	Rk rock	Sh shells
	Gs grass	M mud	S sand	sy sticky

uthorized	Obstr obstruction	PD position doubtful	Subm submerged
ence doubtful	PA position approximate	Rep reported	

Rock, rock, obstruction, or shoal swept clear to the depth indicated.
 Rocks that cover and uncover, with heights in feet above datum of soundings.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mr. McArthur, AK	KZZ-95	162.525 MHz
Mr. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation may have been reported in Chatham Strait in mid-channel between 57° 15' N and 57° 23' N.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CONTOUR

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

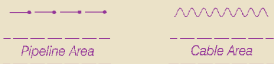
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.205' southward and 6.311' westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS

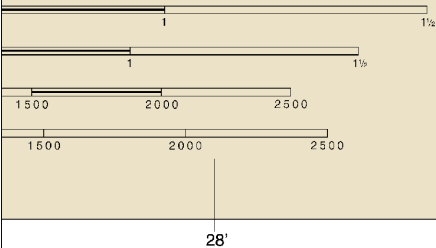
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Whitewater Bay and Chaik Bay

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17341



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.